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The Hongkong Telegraph

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FOUNDED 1861
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THE PRINCE'S VISIT TO CEYLON.

QUAINT CEREMONIALS.

Enthusiasm of the Inhabitants.

(Reuter's Service.)

Kandy by night has been very much more wonderful than Kandy by day during the Prince of Wales' twenty hours' visit. This was not because of quaint ceremonials, dwarfed almost into insignificance by reminiscences of the Indian tour, but simply because it was Kandy, with which India has nothing to compare.

Illuminations, confined principally to festoons and coloured lights around the exquisite lake, gave just that magnificent touch of mystic glamour to the enchanting picture. A towering forest of bills, blotting out the stars all around, loomed in magnified shadows through the indigo gloom. The sultry air was heavy with the fragrance of luscious plants and spices. The teeming crowd always flowing on without diminishing looked fantastically picturesque in the illusive gleams from the Chinese lanterns and shaded lamps. All night long there swelled and lulled the babble of thousands, whose gala spirit banished sleep; all night long there arose the drubbing and beating of tom-toms and pipes.

The Durbar of Kandyan chiefs which opened the after-dinner festivities was a striking display of Oriental colour and grouping, but with little of the grandeur of the Indian States.

The Prince received upwards of a hundred of these bejewelled and brocade-clad chieftains, who may be likened to heads of clans. The Audience Hall, with its column-supported roof, giving the appearance of a substantial pandal, formed a richly quaint setting to the slow, glittering little pageant filing past the Prince, who afterwards thanked them cordially for their loyalty.

Then, through a gaily-canopied arcade, the Prince and his staff walked to the Mangawa, or Temple of the Tooth, where his Royal Highness was received by the High Priest, who revealed to him the much cherished Tooth of Buddha, a gigantic curved incisor reminiscent of the tip of an elephant's trunk. This treasure, which reposes within seven successive caskets, is only disclosed up on very rare and important occasions. The Temple itself is comparatively small and tawdry as Oriental places go.

Then the Prince proceeded to witness the Perahera procession of elephants to which each chief contributed from his private herd, so that 132 of these animals drew out the spectacle to a mile long, interspersed by several cars bearing grotesque idols of zikantist stature and other cars carrying native musicians and batches of wildly-capering devil-dancers and batches of attendants cracking whips in endless volleys. The whole of the languidly-moving pageant was brightly lit by double rows of flambeaux-bearers, so that the thronged streets of Kandy waxed and waned in a wonderful palpitation of hues. The Prince received a roaring reception whenever he was sighted.

On Friday morning early, the Prince motored out to Peradeniya, claimed to be the most perfect botanical gardens in the world. After inspecting the Bo tree planted by Edward VII. and the Na tree planted by George V., the Prince himself planted a munamel sprig amidst acclamations from the dense, vast ring of spectators. His Royal Highness received as a memento a silver and ebony mammoth replica of Paddy Hoe and an album of photographs of Peradeniya plants.

On the way to the station the Prince paused to watch the elephants bathing in the Mahaweli Ganga.

Returning to Colombo, the Prince attended the race meeting at Prince's Club in the afternoon, when enormous crowds were present. On Saturday morning the Prince embarked on the Renown and sailed for Port Swettenham. From Reuter's special correspondent with the Prince's party.

IRISH TREATY BILL.

Lord Lansdowne's Appeal to Opponents.

London, March 24.

The report stage of the Irish Treaty Bill has been completed. The House of Lords adopting an amendment moved by the Government, to which the Irish Provisional Government previously assented, postponing the month allowed it to decide whether she will join the Free State till the Free State Constitution Bill is passed, instead of dating from the passage of the Treaty Bill.

The alteration provoked vigorous protests by Lord Carson, Lord Londonderry and others, who complained that the Government wanted to keep the boundaries question in suspense to enable the Southern Irish to continue murdering and raiding.

Lord Lansdowne intervened, advising Lord Carson and other friends not to insist in their opposition.

A Wise Step.

London, March 24.

In view of the gravity of recent events in Ireland the Government has telegraphed requesting Mr. Collins and Sir James Craig to come to London for a dispassionate examination of every aspect of the situation.

ENGINEERING BALLOT.

Huge Majority Against Employers.

London, March 24.

The engineering ballot, mentioned on March 11th, resulted in 19,503 voting for acceptance of the employers' demand and 164,759 against.

The result will probably be a lock-out of all Unions in bulk.

The Shipyard Dispute.

A delegate conference of the Shipyard Unions has decided that shipyard workers shall cease work on Tuesday evening, pending the result of a ballot, unless the employers extend their notices of a reduction in wages, which is due to operate on Wednesday.

RECENT FACTORY EXPLOSION.

Charge of Manslaughter.

London, March 24.

Mr. J.W. Knowles and Mr. E. Chadwick, owner and manager respectively of the factory at which an explosion recently occurred, have been charged at Epsom with manslaughter.

The representative of the Public Prosecutor declared that the precautions for the safety of young girl workers were utterly disregarded. This work of breaking up ammunition was not dangerous if ordinary care were taken, but the girls were not searched and they were nailed down, the floor was of concrete and strewn with powder and there was a stove in the shop in which soldering tongs were heated. The nineteenth victim of the explosion has died.

NAVAL ESTIMATES APPROVED.

Wei-hai-wei Soon to be Dispensed with.

(Reuter's Service.)

London, March 24.

The House of Commons adopted the Naval Estimates after a debate in which Admiral Suster contended that the Estimates were excessive, on the assumption that there would be no war for ten years and the battleships now building would be obsolete then. The abandonment of battleships would not weaken the Navy. Naval defence could be safely left to submarines and airmen.

Colonel Amery replied that the Government did not contemplate war with America or Japan. If it did, it would be mad to rely on a merely One-Power standard, which the Admiralty interpreted in a way they would not have done if it thought war was likely in the next ten years. The maintenance of the One-Power standard made it essential that we should not be hopelessly inferior in battleships, which were still the pivot of a naval battle, but the Admiralty were convinced of the value of airmen and wanted more and more to get the Navy out of the water and into the air.

Replying to a question, Colonel Amery explained that all the Estimates were framed on the assumption that the Naval Treaty concluded at Washington would be finally ratified, as he believed it would be, but if by any grave mischance it was not ratified, the whole Estimates must be revised and the reductions very largely rendered impossible. Colonel Amery mentioned that as a result of the Washington agreement it was hoped that Wei-Hai-Wei would be dispensed with altogether in a few weeks.

THE INDIAN BUDGET.

Amendment Reduces Deficit.

Delhi, March 24.

The deficit on the current year is reduced by nearly three millions as the result of the adoption of an amendment on the final stage of the Finance Bill permitting the utilisation as revenue of certain money which would otherwise have been applied in cancellation of paper currency.

SENSATIONAL BELFAST CRIME.

Seven from One House Murdered.

London, March 24.

A sensational crime occurred at Belfast last night, when a band of armed men broke into the house of a publican, dragged him, his five sons and a barman from their beds and shot them successively, five being killed and the other two dying later.

TENNIS CHAMPIONSHIP.

Tilden Not to Defend Title.

New York, March 24.

The United States Lawn Tennis Association announces that Tilden will not go to England this summer to defend the championship title, as the Executive of the Association has decided that it would be unwise to send leading American players abroad in view of the keen competition for the Davis Cup.

DUTCH INDIAN OIL.

Export Duty to be Abolished.

London, March 24.

An Amsterdam telegram says the Minister for the Colonies announces that the Dutch Indian export duty on oil will be completely abolished, commencing in 1923, and that taxes on profits and income will be substituted therefor.

GRAND NATIONAL RESULT.

Music Hall Wins the Big Steeplechase.

London, March 24.

The Grand National resulted: Music Hall (100-9), 1; Drifter (18-1), 2; Fairy (65-1), 3. Fairly two run. Won by twelve lengths, the third being another six lengths away.

PAN-ISLAMIC CONGRESS.

To Meet at Paris in July.

Paris, March 23.

An Islamic world-congress will take place at Paris next July. All Moslem communities, notably the British and Dutch Indian, are expected to participate. —Havos.

U.S. STEEL PRICES.

Decision to Increase.

Youngstown (Ohio), March 24.

The Independent Steel Manufacturers have increased prices by \$2.50 per ton on slabs, \$2 on small billets and sheet bars and \$2.50 on heavy billets.

FRANCE AND GREECE.

An Incident Ended.

Paris, March 24.

Greece has accepted France's terms for a settlement of the Epirus incident, providing compensation for the captain and payment for the cargo.

PACIFIC TREATY.

Ratified by U.S. Senate.

Washington, March 24.

The Senate has ratified the Pacific Treaty by 67 votes to 27.

NOTED FRENCHMAN DEAD.

Paris, March 24.

The death is announced of M. Denys Cochin, one of the leaders of the French Catholics.

(Other Telegrams on Page 2.)

THREATENING LETTERS.

An Echo of the Strike.

We hear that some local organisation has been addressing threatening letters to various members of the Chinese business community, reproaching them for their actions, real or imagined, in the recent strike, and hinting at ominous reprisals. Amongst the recipients of these missives are the proprietors of a large number of European firms, amongst whom are included the members of a very well-known Chinese family whose refusal to be coerced in the recent strike of Chinese clerks in their employ appears to furnish the ground for enmity on the part of the distributors of these letters, who choose to remain anonymous.

It cannot be said that these efforts are producing the effect expected. Those gentlemen who have been singled out for the attentions of the "ragal-punishers" are reported to regard the outlook with the greatest equanimity. They still eat, sleep and drink well, and are in no wise disturbed by nightmares. As one of them said to our representative: "These letters are only fit for the waste-paper basket," and he left the subject at that.

One of these letters, printed in Chinese characters and furnished no clue as to its source, reached us to-day. After a preamble setting out that "through the reverent feelings entertained by some employers, two hundred members of the Foreign Employees' Guild are out of work," the communication proceeds to give a list of names of a number of companies who are alleged to have either discharged or refused to take back the strikers. These are Mr. Ho, Kom-tong and his three nephews Messrs. Ho Lu, Ho Wing, Ho Kwong and others. The list is fairly exhaustive but it appears that those responsible for its appearance have been at a loss to discover some of the names. They vaguely refer to several clerks employed at the Central Police Station and in the detective departments, and to a man "whose name we do not know but who is known to live near the Observatory, who brandished a revolver at the strikers' agents when they ordered him to leave his employment in the recent strike."

HARBOUR INCIDENT.

Boat Capsizes; Five Lives Lost.

Five lives were lost within the limits of the harbour yesterday, as the result of the capsizing of a boat.

A party of eleven Chinese women engaged the boat at Shataukok to go on a shell-fishing expedition at Panchau. Whilst on its way, the boat sprang a leak and, in spite of the frantic efforts of the occupants to bail out the water, it finally foundered. Fortunately for a number of the women, another boat was sailing within sight at the time, and it was able to rescue six of them. The others were drowned and their remains have since been recovered and removed to the Mortuary.

"THE QUAINTS."

A Clever and Witty Show.

"The Quaints" have returned to the Colony to give a short farewell season and are even better than before. Last night at the Theatre Royal they staged "The Pedlar of Dreams" and also included in their programme a one-act play "Of Course Not" and a delightful skit on a village concert.

Mr. R. B. Salisbury is funnier than ever. In his song "Wicky Wally," in which he induced the audience to join in the chorus, he achieved great success but his great hit was "The Vicar" at the village concert, in which character he kept the whole house convulsed with laughter. That born comedian, Mr. Guy Fane, who made a name for himself as a funny man on the last visit of the Company, added to his laurels with his amusing little item "Down Where the Water Lilies Grow" and with Mr. Salisbury in selling a house he was very humorous.

Mr. Harold Farrar, Mr. Hugh Bayly and Mr. Ivan Campbell also contributed in no small measure towards the entertainment and Mr. Dod Mehan's song "Jack of all Trades" made a great appeal.

Miss Maria French again completely charmed her audience with her vivacious manner and dainty ways and her song "Will-o-the-Wisp" received a great ovation. Miss Dorothy James contributed to the programme made her a favourite and her pretty little song "Hanky-Panky" went down well. Miss French and Miss James probably achieved their greatest success in "The Vicar's Daughter," in which item they took off the average juvenile aspirant to stage honours to the very life. Miss Jessie Hitter gave one of her popular male impersonations, in which line she excels, and her contribution to the village concert as "Lady Irma Singer" raised many a smile.

"The Quaints" are giving a change of programme nightly. Their repertoire is almost entirely new to Hongkong and is chock-a-block with wit and merriment. There are no "chestnuts" and if each performance is as good as their show last night a successful visit is assured.

THE PRINCE'S VISIT.

The Indian Arch.

In connection with the forthcoming visit of H.R.H. the Prince of Wales, the Parsee and other Indian communities are erecting an arch representative of Indian architecture near the City Hall. It was at first proposed to erect two arches but owing to the difficulty in getting sufficient electric lights it has been decided to erect only one.

The Indian business community have subscribed \$4,000 and the structure when it is completed should be a very novel and effective. The arch will be a large one, with a dome on top and an elephant on each of the four corners. The arch itself will be made of lath and plaster, similar to the pillars in Queen's Statue Square, and the elephants will be constructed from some special kind of matting. At night it will be illuminated in red and white, over two thousand lights being used, and the whole scheme will be made still more effective by the placing of some six hundred lanterns all around.

Shipping Illuminations.

All the ships in harbour during His Royal Highness's visit will be outlined at night with red lanterns. All the junks and sampans also are to be lit up, and for these craft lanterns will be issued from the Harbour Office a few days before the Prince arrives. There are some two and a half thousand of these small craft in the harbour and altogether they will require about 15,000 lanterns.

CHINESE TOWN HALL AT SHANGHAI.

SHANGHAI.

According to the Chinese press, the Tsohun of Hangchow has subscribed \$1,000 towards the fund recently inaugurated for the erection of a town hall for Chinese on the outskirts of Shanghai. The announcement was made at a dinner organized by the promoters, when Mr. Kw. Tsou-nan, of Nanyang Bros., also gave \$5,000, which he said he had raised in that firm and amongst friends. Other guests also announced their intention to donate large sums. The Shanghai press believes that contributions have nearly reached the required amount and contractors have been asked to send in tenders for construction.

DAY BY DAY.

Yesterday's health returns shows three cases of plague (one fatal) and one non-fatal case of diphtheria. All were Chinese.

Another daring highway robbery occurred in Tuog Loi Lane yesterday. On his way from Newmarket Street, where he lives, to deliver a sum of money at Winklok Street a Chinese merchant was intercepted in this lane by a number of men. One of them threw pepper in his eyes, while the others ran their hands through his pockets and relieved him of \$199.62. They then made their escape.

The arrangements for distributing the numerous lanterns and candles which will be required to illuminate the colony during the visit of H.R.H. the Prince of Wales are proceeding apace, and this morning there was a scene of activity in Des Voeux Road Central outside the premises lately occupied by Messrs. William Powell's men's department. This shop has been secured as a distributing centre and many thousands of lanterns and candles are being stored, pending the actual application for them.

A collision occurred near the Dairy Farm at Pokfulam between one of the Company's motor trucks and the Aberdeen motor bus yesterday morning. Owing to the slippery state of the road, brought about by the rains, the heavier vehicle got out of control in coming down the slope and ran into the truck. The coach in charge of the latter was seriously injured and had to be removed to the Government Civil Hospital.

TO-DAY'S MISCELLANY.

Uppingham School, which is celebrating the centenary of its famous "head," Edward Thring, has, like most of our great public schools, its own sumptuous laws, requiring the boys to wear black jackets and trousers without pockets. Black neckties, too, are *de rigueur*, at Harrow. The school was founded by Archdeacon Johnson in 1584, but only came into the front rank under sagacious regime of Thring of Uppingham, who was head for 34 years. Many old boys are going down to the little Rutland town for the celebrations, which include the presenting of medals specially struck in memory of a "head" whose renown as an educationalist rivals that of Arnold of Rugby.

News in To-day's New Advertisements.

At the Sunday matinee at the World Theatre will be screened Charles Ray in "His Own Home Town." —Page 12.

Powell's advertise Atlas shirts. —Page 7.

Next Wednesday is Carnival Night at the Hongkong Hotel. —Page 7.

"Hell's Crater" in five parts is the week end feature at the Hongkong Theatre. —Page 12.

Lane Crawford's are specializing in ladies' wear for the Royal visit. —Page 3.

The Boston Maru has arrived from Europe and the N.Y.K. give consignees of cargo the usual notice. —Page 4.

A Smoking Concert will be held on April 8th to bid farewell to Li and Quarter Master W. Hitty who is retiring from the Volunteer Corps. —Page 4.

Mr. A. Jobard is now in charge of the Hongkong office of the Messageries Maritimes. —Page 4.

To-Day's Exchange.

The closing rate of the dollar and pound to-day was 55.16d.

Lighting Up Time.

Lighting up time to-day is 7.45 p.m.

NOTICE



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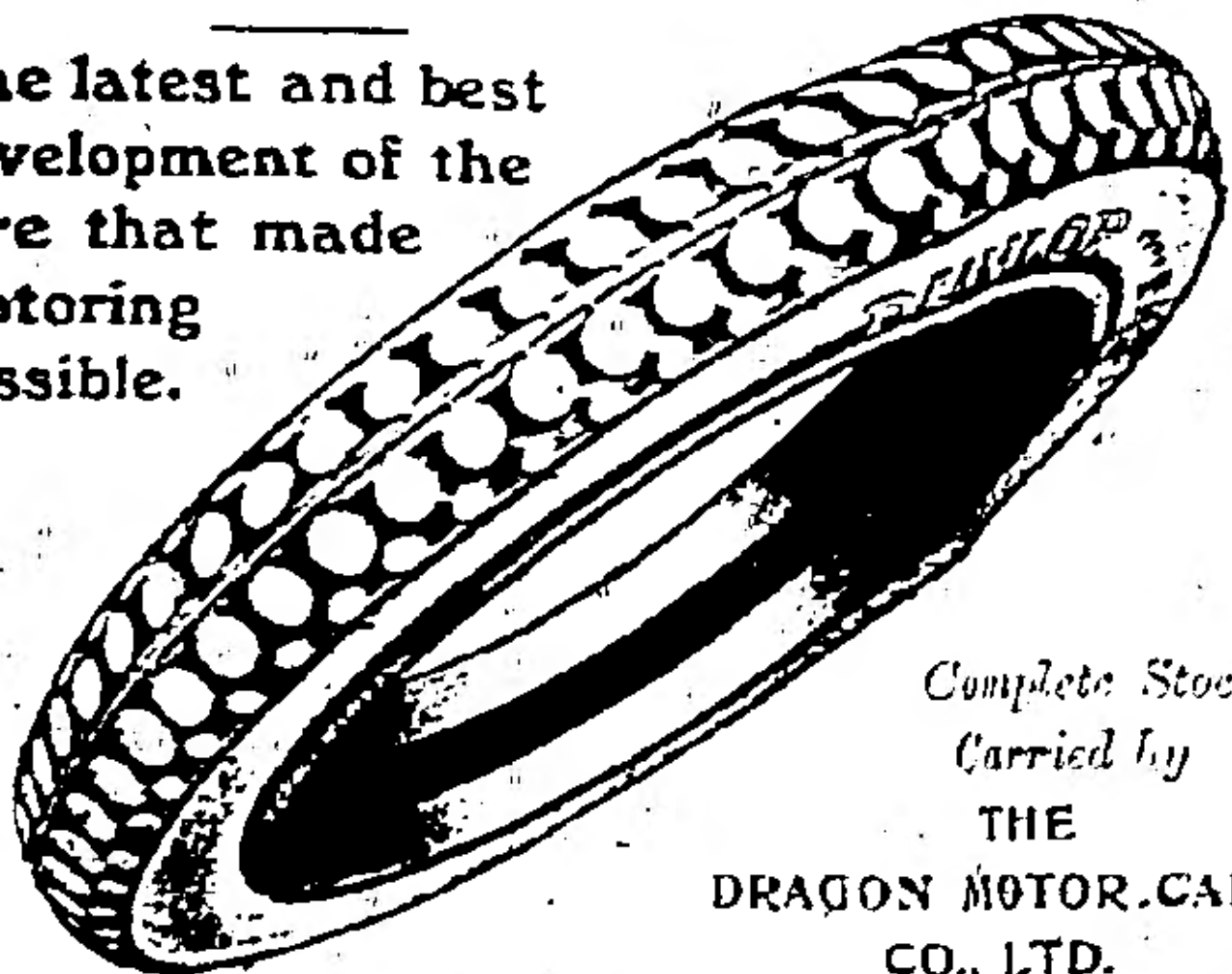
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THE BOOKSHELF

(By "Librarian").

A NOVEL OF AMERICAN
JOURNALISM.

Readers of Upton Sinclair's "The Brass Check", a novel of the United States Press, will be prepared for a candid picture of newspaper conditions in the Great Republic. Previously, David Graham Phillips had given an unadorned representation of it in "The Great God Success." Mr. S. Hopkins Adams, in a new novel with the briefer title of "Success" (Constable, 8s. 6d.), comes with a similar theme, developed rather more dramatically and at much greater length. British journalists, especially those called "literary" journalists, find it difficult to believe in the newspaper world described by Phillips, by Upton Sinclair and by Mr. Adams. It is a world of corruption, of bribery, of ashamed or shameless insincerity: a world where "big" money is respected, disliked, and obeyed; a world where no motives are pure, no men free from cynicism, and no principles unpurchasable.

Banneker is the hero of "Success." He is a railway agent when we first meet him, and distinguishes himself by writing a vivid report of an accident and rescuing a Society beauty, who is unable to leave her half-crazy with a wound in her head. They fall in love with each other, find it out and admit it, but are prevented from marrying by Mr. Adams' desire to write a story about New York journalism. Lo Welland marries a man she does not love and cannot live with. Banneker goes to New York and conquers "Park Row" in the good old-fashioned fairy-story manner. One honest journalist is all Mr. Adams allows us to meet. Banneker starts with high ideals and no taste, and gradually his lack of taste secures him enormous popularity and begins to affect his ideals. He compromises on one of two occasions, and he looks sadly at his brown eyes and fears he will be unfaithful. Mr. Adams' novel will have a certain fascination for journalists, and for some others. It is probably only too true a picture of a large section of the American Press. That it is typical of the representative organs we cannot credit.

"The Return of Alfred" is the title of a novel that has been promised for some two years by the author of "Patricia Brent, Spinster." It is to appear any day now, with Mr. Herbert Jenkins as publisher. The novel is a comedy of proclaimed misidentification, by which a man is proclaimed a returned prodigal much to his great embarrassment. The story is dedicated "to those in many countries who have generously assumed responsibility for the authorship of 'Patricia Brent, Spinster.'" For it seems that a large number of people have claimed to be the anonymous author. In the meantime, the author himself, or herself, remains behind the curtain.

Six lectures which Mr. J. Middleton Murry delivered in the School of English Literature at Oxford last summer are being published by the Oxford University Press under the title of "The Problem of Style." In these lectures were discussed the meaning, the psychology, and central problem of style, poetry, and prose, the process of creative style, and the English Bible and the grand style.

Messrs. Methuen have in hand a new novel by Mr. Arnold Bennett, called "Mr. Prohack." It is described as a combination in style between the author's humorous works and his "fantasies." It is a story of domesticity after the war, and the attitude of the returned soldier and the woman war worker towards society.

Messrs. Heinemann have just published a noteworthy book, entitled "Mysterious Japan," by Julian Street. The author saw Japan under exceptional circumstances, and gives in his new volume a suggestive picture of the country wherein are blended so strangely the medieval and the modern.

RENTS OF MUNICIPAL HOUSES.
Replying to a resolution from Northern public authorities, the Ministry of Health does not agree that rents of State-aided houses should be based on the wages of the tenants.

GLEN LINE DEVELOPMENT.

Handsome New Premises
at Shanghai.

On the morning of the 23rd ult., the imposing building of the Glen Line Eastern Agencies, Ltd., on the waterfront, at the corner of The Bund and Peking Road, Shanghai, was formally inaugurated, the ceremonies being marked by a brief address by Mr. H. H. Fox, C.M.G., Commercial Counsellor to the British Consulate, in the presence of a distinguished gathering of the most prominent members of the business community of Shanghai.

Mr. Fox delivered the inaugural address, in which he paid tribute to the commercial development of Shanghai and went on to say that the new building was not only a thing which Shanghai should be proud of, but it is also a monument to British enterprise in the Far East. The speech was concise. Mr. Fox concluding his address with the proposal of a toast to the further prosperity and success of the Company.

Most of the leading business men of the city were among the guests who participated in the services. The guests spent considerable time inspecting the different sections of the vast building. Under the guidance of the officials of the Company, the steady stream of visitors toured the various offices. The visitors were particularly impressed by the excellent office facilities, the lighting and ventilation system, the beautiful hardwood carvings, and the simple but effective architectural design of the interior.

THE SITE.

The new imposing structure is built on a splendid site on the waterfront, at the corner of The Bund and Peking Road, a short distance from the bend of the river and opposite the Public Gardens. The new building stands out in prominent relief among Shanghai's new skyscrapers, and on approaching Shanghai by water this is the first important building seen in the Central district. It towers above the older adjoining buildings with its house flag flying at a greater altitude than any other on the waterfront.

THE BUILDING.

The new building constitutes an architectural achievement for Shanghai. In style it is free Renaissance, being of clean-cut design suitable for the facing material, which is solid granite for part of the structure and artificial granite above. The whole combination reveals more than ordinary attention on the part of its builders. The total length of the frontages to the two roads is 300 feet, the height to the roof is 90 feet, and to the top of the flag-mast 137 feet 3 in.

The Glen Line Eastern Agencies offices occupy the entire space of the ground floor facing the waterfront, with the entrance in the centre of The Bund frontage, consisting of an imposing portico, flanked by two spotted granite columns, which gives access to the public space. This is semi-circular in shape, as is also the beautiful teak-wood panelled and carved counter. The floor of the entrance portico and public space is of black and white marble terrazzo. The tinted leaded light roof over the portico and the leaded light panels of ships in the doors, present a very artistic appearance.

THE MAIN ENTRANCE.

The main entrance to the building, main staircase and elevators, is in the centre of the Peking Road frontage. The portico is lofty and imposing, flanked by granite columns. Access to the entrance hall from the portico is gained through three doors in the teakwood and glazed screen, which stands to the full height of the hall, while the glass above the transom is coloured cathedral glass, with designs of ships in the centre. The general tone of the entrance hall is simplicity, but artistic and impressive nevertheless. The walls are lined with a very pleasing marble, resembling polished Roman stone, to a height of 9 feet from the polished black marble girth, the walls above being finished with a specially imported plaster. The ceiling is coffered, and there is an enriched band running round the walls. The floor is of mosaic construction with a simple coloured border in the same material.

The main staircase is situated in the centre of the north wall between the two lifts, and is approached through a wide archway, the architrave of which is enriched with oak leaves and a monogram of the Glen Line, Ltd. Besides the main staircase two electric passenger lifts give access to the upper floors, which are

designed as large open spaces, to be divided up to suit incoming tenants. These offices are all particularly well lighted and ventilated. Strong rooms and rooms for office boys and coolies are provided on every floor. There are also two secondary staircases for coolies, and these have been so designed that they will serve as fire escapes in emergency cases, for which purpose one extra staircase has also been provided on the north wall. On the top floor is a residential flat, now occupied by the General Manager.

CONSTRUCTION.

The building is of fire-resisting construction throughout, on the principle known as skeleton frame-reinforced concrete and steel frame, the columns, beams, roof and floor slabs all being of these materials. The filling walls are of brickwork. The foundation consists of a re-inforced concrete raft covering the site, by which means the load is spread uniformly over the whole area.

The building is warmed throughout by low pressure hot water, while large water tanks, for the storage of water for fire purposes and domestic supply, are situated on the roof. Fire hydrants and appliances are provided at various points and also fire alarms. Special connections are provided outside the building, on the ground floor, whereby the Municipal Council's Fire Brigade can connect their powerful pumps and increase the pressure throughout the building in case of fire. The building is wired throughout in steel-screwed conduits for both electric lights and fans.

All the fittings are in accordance with the general plans, the floors being of polished oak, the other joinery of teak; the windows are of steel with bronze fittings. From the tower, which is in the centre of the Bund frontage, it is believed that signals can be read as far as Wusung on a clear day. The flat roof is of re-inforced concrete with a deep ventilated space below connected to vertical ducts wherein are placed extract fans to circulate the air, thus keeping the upper floors cool in summer.

The new building has been constructed by Messrs. Trollope & Colls, Ltd., of London, and the architectural designs furnished by Messrs. Palmer & Turner, of Shanghai. The beautiful structure, as it stands to-day, forms a great achievement for these two concerns.

GLEN LINE DEVELOPMENT.

The Glen Line has figured largely in the romance of British trade in the Far East, inasmuch as the Founder of the Company, Mr. James McGregor, conceived the idea of sending steamers to China to carry the tea to Great Britain which was then loaded by the famous China clippers, the names of some of which, such as the Cutty Sark, Forward Ho, Thermopylae, still live. Mr. McGregor sent out the Glenarney in 1874.

The Glenogle, steaming 15 knots, was one of the fastest cargo vessels in the world in 1882; she set a record of 30 days from Foochow to London. Three years later, this ship, which on one occasion took in 976 tons of coal at Port Said in one and three-quarter hours, another record, was chartered by the British Government as an armed cruiser, and was present with the British Fleet at the annexation of Port Hamilton, Korea. Up to the Great War the Glenogle was the only merchant vessel that had ever had the proud privilege of flying the White Ensign, excepting vessels chartered as royal yachts.

To-day the Glen and Shire Line Fleet consists of 15 absolutely up-to-date cargo and passenger vessels, with a deadweight capacity of 171,515 tons.

WORLD WIDE SPORT.

Jimmy Wilde, the Welsh boxer, was thrown from his horse while hunting with the Penttyrch Hounds. An artery in his leg was severed. This is the second accident sustained by Wilde within a few weeks.

M. Gaston Vidal, Under-Secretary for Technical Education, who recently declared that "professionalism and its methods are rife in French Rugby football, has been struck off the rolls of the Rugby Football Federation by 190 votes out of 175.

Durham County Cricket Club has had one of the best seasons on record. The receipts amounted to £3,333 and the expenses to £2,799, there being a balance in hand of £534. The coaching scheme proved immensely successful.

NOTICE

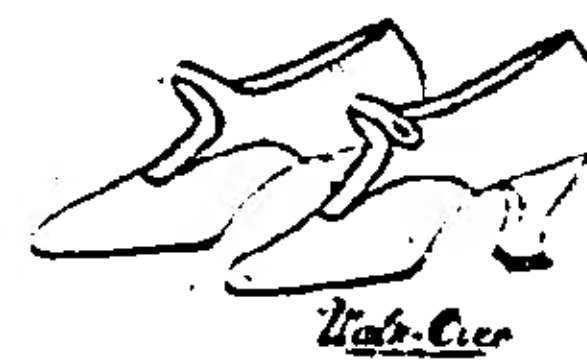
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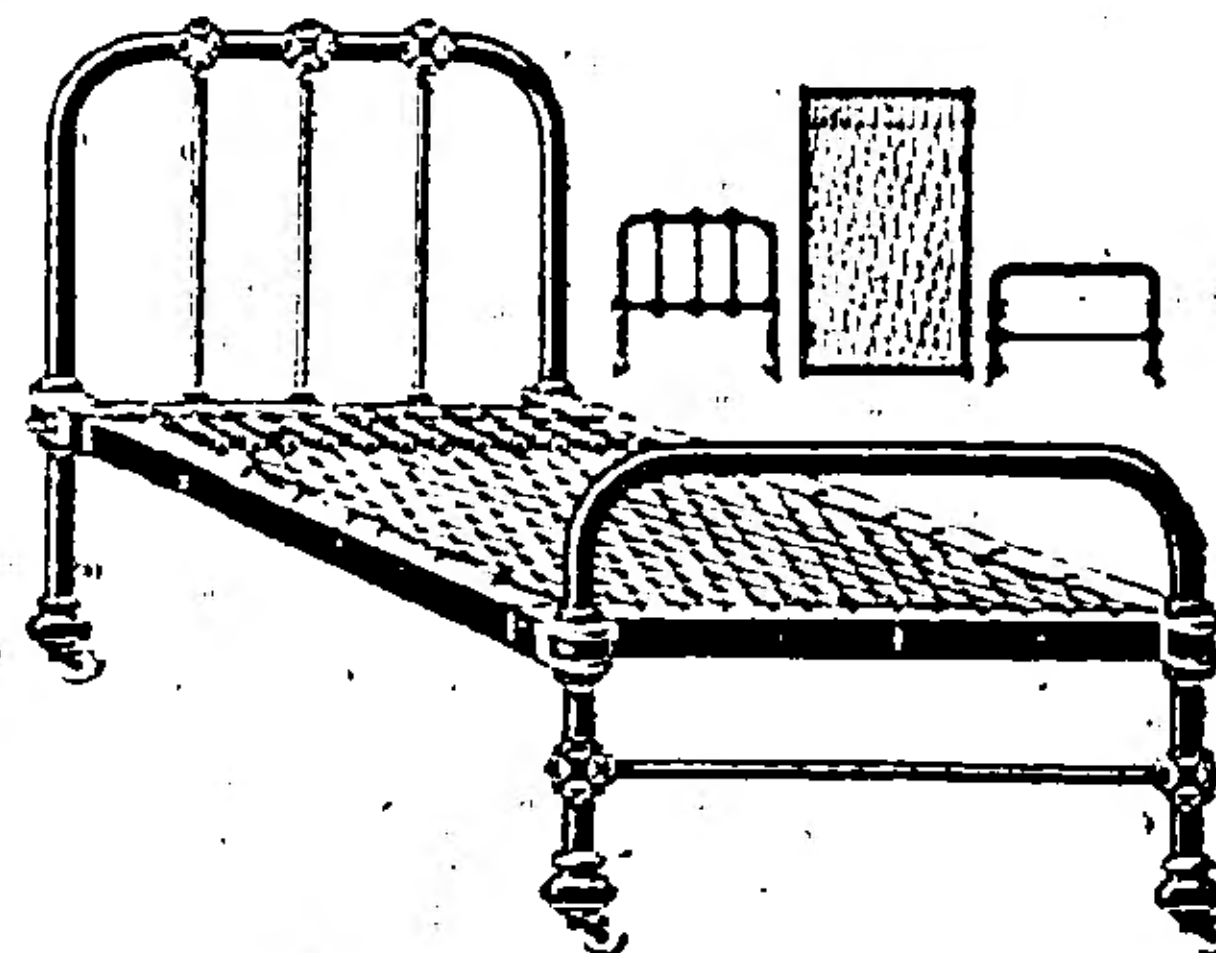
IMPORTANT ANNOUNCEMENT

REDUCTION IN PRICES.

We have re-valued our entire stock and have re-marked the same in accordance with the low prices now ruling in the markets at home. This has meant a considerable reduction in our selling prices and we are now able to offer the public of Hongkong

BETTER VALUE THAN EVER.

3 PART COMBINATION BEDSTEADS



ENGLISH MANUFACTURE 3 PART BEDSTEADS.

Very strong and reliable. Anti-Sagging Diamond wire mattress. Size 6'2" by 3 feet. Well finished in black Enamel.

Old Price \$29.50

REVISED PRICE \$22.50

Enamelled White, Old Price \$33.50

REVISED PRICE \$25.50

LOWEST PRICES FOR MATTRESSES AND PILLOWS

FURNISHING SHOW ROOM, FIRST FLOOR.
ELECTRIC LIFT.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

SOLE AGENT:
MITSUI BUSSAN KAISHA, LTD.
HONGKONG.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

(Direct)

MENTOR 25th Mar. London, Amsterdam & Antwerp
MACHAON 4th Apr. London, Amsterdam & Antwerp
EURYMACHUS 10th Apr. London
RHESUS 18th Apr. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

TELEMACHUS 25th Mar. Genoa, Marseilles & Liverpool
PELEUS 8th Apr. Marseilles, Havre & Liverpool
ANCHISES 20th Apr. Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

TYNDAREUS 11th Apr. Victoria, Seattle & Vancouver
PROTESILAUS 2nd May.

NEW YORK SERVICE

(via Suez or Panama)

KNIGHT TEMPLAR 6th April. via Suez

PASSENGER SERVICE

MENTOR 25th Mar. for Singapore & London
TEIRESIAS 25th Mar. for Shanghai
ANCHISES 25th Apr. for Singapore, Marseilles & Liverpool

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE AGENTS.

For Economy and Satisfaction to
SAND-LIME BRICKS
Best made by machinery, Highest tests and Uniform qualities
HONGKONG SAND-LIME BRICK CO., LTD.
100, QUEEN'S ROAD, HONGKONG.

MONTGOMERY WARD AND CO.
CHICAGO, U. S. A.

Established 1872

Fiftieth Anniversary.

Ward's complete 50th Anniversary catalogue, giving the new low prices for 1922 on goods of standard, serviceable quality, is ready to be mailed to you.

The big catalogue and our world wide service brings to your very door our great Department Store and makes you buying economical and easy.

BETTER SERVICE AT SHANGHAI.

To render a more efficient and satisfactory service to our customers in China, our Shanghai office has been completely reorganized.

WHAT THIS OFFICE MEANS TO YOU.

Our Shanghai Office does not fill orders or maintain stocks, but many samples of our merchandise are on display. Catalogues and information about our business may be obtained by communicating with us at Shanghai.

If it is not convenient for you to make remittance in American money and send your order direct to Chicago, you may remit in local Chinese currency and send your order to our Shanghai Office. Credit will be given in American gold at the current rate and the order then sent to Chicago.

MONTGOMERY WARD & CO.
National Y.M.C.A. Bldg.
20 Museum Road,
Shanghai, China.

CONSIGNEES.

NIPPON YUSEN KAISHA.

Consignees are hereby notified that arrangements are being made to return the following cargoes to Hongkong which had been overcarried to and discharged at other ports owing to the recent strikes, as under:—

FROM KOBE.
Ex "Tango Maru" from Australia returning per "Awa Maru" Due 21st. March.
Ex "Calcutta Maru" from Calcutta and Straits, returning per "Awa Maru" Due 21st. March.

FROM SINGAPORE.
Ex "Wakasa Maru" from Japan, returning per "Tatsuno Maru" Due 30th. March.

Ex "Penang Maru" from Japan returning per "Mito Maru" Due 31st. March.
Ex "Tokushima Maru" from Japan returning per "Mito Maru" Due 31st. March.

FROM SHANGHAI.
Ex "Kamo Maru" from Europe returning per "Kamo Maru" Due 21st. March.

Ex "Matsubashi Maru" from Europe returning per "Kamo Maru" Due 24th. March.

Ex "Tottori Maru" from Europe returning per "Katori Maru" Due 1st. April.

Ex "Toyohashi Maru" from Europe returning per "Katori Maru" Due 1st. April.

Ex "Iyo Maru" from Europe returning per "Suwa Maru" Due 4th. April.

Ex "Atsuta Maru" from Europe returning per "Suwa Maru" Due 4th. April.

Ex "Katori Maru" from Seattle, Japan & Shanghai returning per "Tottori Maru" Due 2nd. April.

Ex "Fushimi Maru" from Seattle, Japan and Shanghai returning per "Tottori Maru" Due 2nd. April.

The s.s. "Kamo Maru" and the s.s. "Katori Maru" having very little space available, a great portion of the overcarried cargoes will be returned by "Suwa Maru" and "Tottori Maru".

NIPPON YUSEN KAISHA, Agents.
Hongkong, March, 21st, 1922.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "ENDICOTT" having arrived from New York via ports, on 19th inst. consignees are hereby notified that their cargo is being landed in the Godowns of The Hon. Shan Godown Co., Nos. 1 & 2 Dundas Street, Yau-matli, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All chafed, broken and damaged cargo is to be left in the Godowns, where it will be examined by the Company's Surveyors Messrs. Anderson and Ash, on 25th inst., at 9.30 a.m.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the goods have left the godowns, and cargo undelivered on and after March 27th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

THE BARBER STEAMSHIP LINES, INC.
UNITED STATES SHIPPING BOARD
THE ADMIRAL LINE
Agents,
Hongkong, March, 21st, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

EASTERN & AUSTRALIAN S.S. COMPANY LTD.

S.S. "EASTERN"

From AUSTRALIAN PORTS.
Consignees of Cargo by above vessel are hereby informed that same will be returned from Japan by the s.s. "Takada" due here on the 25th instant, and all goods will be landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, March, 24th, 1922.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.
From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.
The Steamship "BENALDER"

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 1st. April or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 25th. March, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LIMITED.
Agents.
Hongkong, 18th. March, 1922.

NOTICE TO CONSIGNEES.

BRITISH INDIA STEAM NAVIGATION CO. LTD.
S.S. "TANDA" & "TAKADA"

Consignees of cargo from Calcutta, Rangoon and Straits per s.s. "TANDA" and "TAKADA" are hereby notified that a part of the cargo for Hongkong which was landed at Shanghai & Japan owing to the recent strike is coming forward per s.s. "TAKADA" due to arrive here on or about the 25th instant.

The cargo will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., and Consignees are requested to make the necessary arrangements respecting delivery.

Agents.
Hongkong, 18th. Mar., 1922.

NOTICE TO CONSIGNEES.

JARDINE, MATHESON & CO. LTD.
Agents.
Hongkong, 18th. Mar., 1922.

NOTICE TO CONSIGNEES.

BRITISH INDIA STEAM NAVIGATION CO. LTD.
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Agents.
Hongkong, 18th. Mar., 1922.

NOTICE TO CONSIGNEES.

JARDINE, MATHESON & CO. LTD.
Agents.
Hongkong, 18th. Mar., 1922.

NOTICE TO CONSIGNEES.

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JARDINE, MATHESON & CO. LTD.
Agents.
Hongkong, 18th. Mar., 1922.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
—DRY DOCK—
LENGTH 787 FEET
LENGTH ON BLOCKS 730 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.
—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL, CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG

TELEPHONE NO. 372

"ALL PLAS. T. OVER" AND "PENNY"

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

M.V. "GLENAMOI"
From UNITED KINGDOM and
INTERMEDIATE PORTS.
M.V. "GLENARA"
From UNITED KINGDOM and
INTERMEDIATE PORTS.

Consignees of cargo by the above vessels are hereby informed that same has been returned from Shanghai by M.V. "GLENARA" to-day and all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th. March, 1922, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 25th. March, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 23rd. March, 1922.

NOTICE TO CONSIGNEES.

JARDINE, MATHESON & CO. LTD.
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Hongkong, 23rd. March, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM,
PORT SAID, COLOMBO
& STRAITS.
The M.V.
"GLENAPP"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 30th. March, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 30th. March, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 23rd. March, 1922.

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JARDINE, MATHESON & CO. LTD.
Agents.
Hongkong, 23rd. March, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA,

S.S. "CALCUTTA MARU"
From CALCUTTA & RAN-
GOON via STRAITS.

S.S. "TANGO MARU"
From AUSTRALIA via
MANILA.

S.S. "AKI MARU"
From YOKOHAMA.

Consignees of cargo by the above steamers are hereby informed that same has been reshipped from Kobe and arrived at Hongkong by S.S. "AKI MARU" To-day and that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th. March, 1922, will be subject to rent.

Damaged packages must be left in the godowns for examination by the consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.
Hongkong, March, 22nd, 1922.

NOTICE TO CONSIGNEES.

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Hongkong, March, 22nd, 1922.

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NIPPON YUSEN KAISHA, Agents.
Hongkong, March, 22nd, 1922.

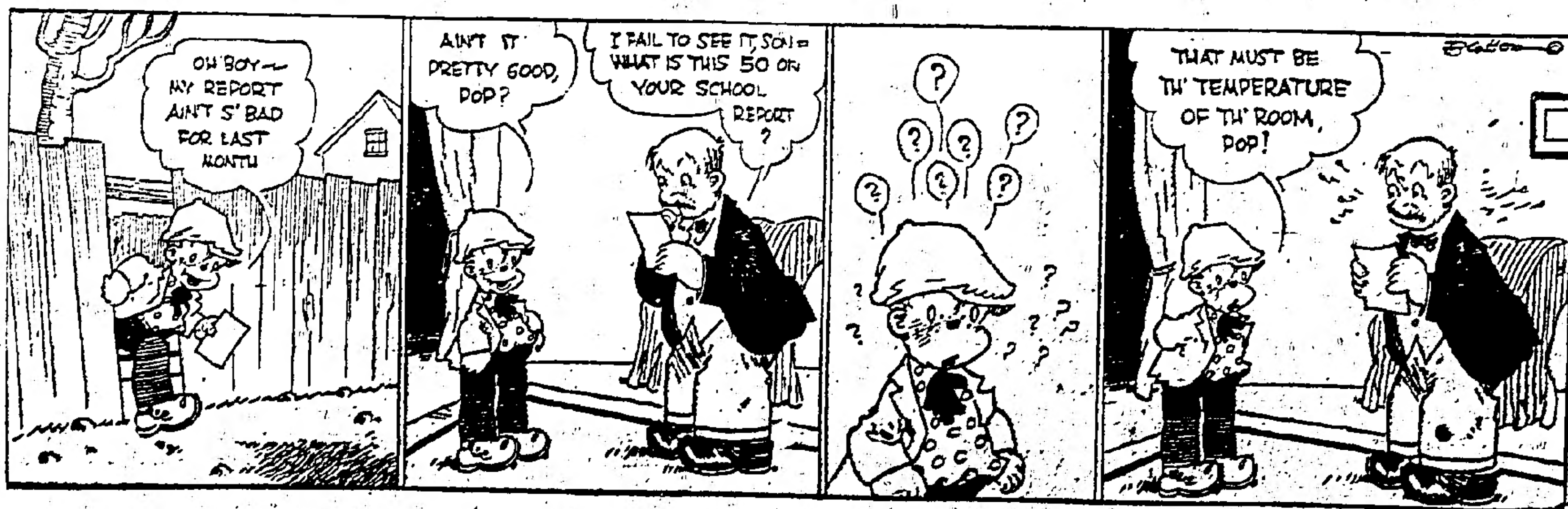
NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA, Agents.
Hongkong, March, 22nd, 1922.

FRECKLES AND HIS FRIENDS

Possible But Not Probable

BY BLOSSER



WATSON'S

E

is a genuine pre-war

WHISKY

at least 8 years old.

It has not the "KICK" of the much advertised

"three years olds"—it is rich, mellow, of fine

flavour and aroma, which only genuine age,

skillful blending and high quality can ensure.

A.S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

ESTABLISHED 81 YEARS

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshu, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 25, 1922.

CHANG'S CHANGE OF HEART.

The return to the South of Dr. C. C. Wu, who has been up North getting into touch with the War Lord, Chang Tso-lin, marks a definite step in the new development which has arisen in Chinese politics. It is now quite clear that Dr. Wu has seen Chang and, what is more, that some agreement has been reached as between the Northern Tschun and Sun Yat-sen. During and since the visit there has been a deal of talk regarding the actual conclusion of a military alliance between these erstwhile opponents. On that point it is worth noting that Dr. Wu has told Shanghai pressmen that Sun Yat-sen has no intention of forming any military alliance directed solely against a particular individual or party as such. His aim and object, says Dr. Wu, is the unification of China and he is willing to welcome any individual or party agreeing to co-operate with the Canton Government in that task.

It will be noticed that there is in this statement of Dr. Wu's no specific denial of the possibility of Chang assisting Sun with military aid in whatever measures may be deemed needful to secure the unification of China—Sun's expedition against the North, for example. Yet we see that the Canton Times says "the agreement between President Sun and Chang Tso-lin is not a military alliance." Here is an admission, at any rate, that some understanding has been reached, and if it eventually involves military co-operation as between Sun and Chang we do not see how it could be better described than a military alliance. Whatever the circumstances or inducements that have led to the new development, there does appear ample ground for holding the belief that Chang has now changed his tactics from an attitude of opposition to the South to one of willingness to co-operate. And in this connection the Canton Times, after commenting on Chang's having been credited with shrewdness and political sagacity, naively remarks that there need be no surprise in his desire "to come over to the side of law and good government," for nobody of intelligence questions on which side the victory will rest.

At the moment, Chang's change of heart is rather difficult to understand, in view of his past zeal as a militarist. But it is worth mentioning that he has a son who is credited with very liberal ideas and who is said to be anxious to serve his country well. And in this circumstance certain observers see a possible explanation of Chang's volte-face, for they perceive the possibility of the father's being anxious to secure for his offspring some better heritage than that of the son of a powerful ex-bandit chief. That is the idea that is current in some quarters, and there may well be in it more than meets the eye.

NOTES & COMMENTS.

Shanghai Now.

Now that the Colony's strike has been settled, Shanghai is having its turn of labour troubles. Among other happenings three hundred cargo coolies employed by Messrs. Butterfield and Swire threaten to strike unless their wages are raised. At first the inference to suggest itself is that this action has been prompted by the advances obtained by the seamen and cargo coolies here. Perhaps the inference is correct, but not necessarily. While the concessions made here probably encouraged the workers further north, they might have put forward their demands irrespective of these, for there has been quite a lot of labour activity at Shanghai lately. A recent return gave nearly fifty unions as having been registered up there, and there may be a number of unregistered organisations. The reason given by the cargo coolies and other workers who are demanding advances is that the cost of living has increased, owing to the fact that the army, for the army. This, if correct, illustrates further the bane of militarism in China. Whether the reason given for the higher cost of living is correct, or whether the rice dealers are profiteering, the market in that commodity shows an upward tendency, though not higher than the level reached in the course of last year. The Municipal Council of the Model Settlement, it may be remembered, took powers some months ago for the purpose of establishing a mild measure of control over rice dealers. There is, however, apparently a general rise in the market. Whether it will be lasting or transient is not easy to say definitely, except that it is not likely to go back to the figure of a few years ago. If the high prices continue, there would seem to be a case for the workers' demand. The price of rice has doubled in the last half a dozen years; it is not so very long back, comparatively, since Shanghai sold it at five or six dollars per picul. On the other hand, rates of pay have undergone several changes. It looks like a case for early discussion or mediation. The job-paper workers have already gone on strike, giving a Gilbertian touch to the situation.

The "Cup."

Tottenham Hotspur, holders of the "Cup," won their replay with Cardiff City, and so qualify to meet those old-time Cup-fighters, Preston North End, in the semi-final. The other pair to reach the penultimate round are Huddersfield and Notts County. It is proverbial that League form is no guide to how clubs will shape in the national competition, and this year the leading clubs of the League have fallen out earlier than usual. The "Spurs," it is true, occupy a fairly high place in the League; the others are modestly situated, and Notts County, once a famous combination, is now Second Division club. Such well-known competitors as Aston Villa, West Bromwich Albion, Everton, and Newcastle have all dropped out. On paper, the "Spurs" have a good chance of retaining the trophy. It is a very long time since a club has been successful in successive years.

Six a Penny Now.

The mark, which was roughly equivalent to a shilling in other days, was valued at little more than a twentieth of that by the time the war ended. Considerable improvement followed for a time and then a relapse set in, the market going all to pieces. Again there was a moderate rally, but now, apparently as the result of the Reparation Committee's firm, not to say stern, decision, the mark has dropped to a six-a-penny rate. Speculating in German currency is evidently a hazardous business. Possibly Berlin will find some slight consolation in a comparison with Russian currency, the rouble being now quoted at 580,000 to the dollar—what kind is not stated. Any way, put down a couple of "bucks" or so and you are a millionaire—in roubles.

ACTRESS AS SPECIAL COMMISSIONER.

Mrs. Alexander P. Moore, better known as Lillian Russell, the famous American actress and singer, arrived at Plymouth last month with her husband. She has been appointed Special Commissioner to study immigration problems in Europe.

DAY BY DAY.

A FRIEND IN NEED IS A DOLLAR GONE.

Mr. and Mrs. George Grimble left by the s.s. Pine Tree State to-day.

Mr. A. H. Ferguson, of the Chartered Bank, leaves to-morrow for Home by the Kamo Maru, with Mrs. Ferguson.

It is gazetted that April 6th and 7th, (the dates of the visit of the Prince of Wales) will be observed as General Holidays.

The Gazette contains terms and conditions of licence to manufacture fireworks and to store ingredients in connection therewith.

Capt. P. H. Cowan, who is retiring from the service of the China Navigation Co., leaves to-day for Home, accompanied by Mrs. Cowan.

The names of Messrs. Laurence Dunmore, Maryn, Henry Capell, Lowick and Ernest Willford Blackmore have been added to the list of authorised architects.

Members of the Anti-Mui Tsai Society are reminded of the First General Meeting of Members to take place at 3 p.m. to-morrow at the Y.M.C.A., Bridges Street—Advt.

New Kowloon Island Lot No. 362, situated at Cheung Sha Wan, and comprising about 45,000 square feet, is to be sold at the P.W.D. offices on April 10th. The upset price is \$6,750.

Rural Building Lot No. 202, situated on the path from Victoria Road to "Villa Miramere," and containing about 12,900 square feet, is to be sold at the P.W.D. Offices on April 10th. The upset price is \$1,344.

It is notified that, at the expiration of three months, the South China Stock & Produce Exchange Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Rev. C. B. Shann and Messrs. Y. K. Wong and C. H. Tam are leaving for Peking via Shanghai by the P. and O. steamer "Kalyan" to represent the Hongkong University Christian Association at the forthcoming 11th. Conference of the World's Student Christian Federation.

It is notified that as no nominations to fill the two vacancies on the Licensing Board having been received, the Governor has appointed Mr. George Macdonald Young, M.B.E., and Mr. Arthur Rylands Lowe, Justices of the Peace for the Colony, to fill the two vacancies on the said Board.

The V.R.C. is holding the last of the scratch regattas of the season to-morrow, when prizes won at former scratch regattas will be given away. A launch will leave Murray Pier at 10 a.m. Tiffin and tea will be provided and tickets at \$1.50 can be obtained this evening from the bar boy at the Club.

It is notified that the Governor in Council has appointed the hours of 11 to 11.30 in the morning and 5.30 to 6 in the evening when blasting operations may be carried on on the premises of the Hongkong and Whampoa Dock Company, Limited, of Hongkong, in substitution for the hours at present allowed by law.

An alteration in the Passport Regulations provides that any person holding a valid passport who is in transit through the Colony, with or without changing steamers, is permitted to land in the Colony, although such passport bears no visa from a British Diplomatic or Consular or other Official Representative.

Amongst the passengers who leave for Home to-day by the City of Simla are Mr. Findlay Smith, Mrs. Blair, Mrs. F. Maitland, Mrs. W. E. Roberts, Mr. T. Arnott (manager of the Green Island Cement Works) and Mrs. Arnott, Mr. and Mrs. O. T. Brakespear, Mr. and Mrs. L. E. Lammer, Mr. Karsten Larson (Danish Consul) and Mrs. Larsen, Mr. and Mrs. R. J. Wilton, Mr. and Mrs. J. H. Donithorne, and Mr. Ludin (Swedish Consul).

Between Ourselves

By Robt. MacWhirter.

It was my fortune to be present at the Ex-Active Service Men's dinner last Saturday night. As Janet has more than once said, it was a great pity he didn't have been there as a would-be of course, I'll have you understand, but some folk got it into their head that somehow or other, I wasn't in a way sympathetic to the movement. I am now anyway, if no more so, I can stand a lot of you kind of convincing, mind I'm telling you. There were several very solemn remarks during the evening. One was when we all stood up in silence and toasted the absent dead; another during the singing of "The Trumpeter." I have a kind of prying feeling playing tip up and down my spine when anything like you happens. Another very solemn occasion was when MacPherson knocked over his third bottle of beer and very nearly lost the lot. He wasn't the same all night after.

The Victorious Living.

Reverently remembering the victorious dead, I cannot but note the exertions of the victorious living. That blisful state of repose and brotherliness hoped for after the war and definitely promised by cheerful maudliners never came off. Hongkong's Ex-Active Service Men, however, refused to become God-fearing reactionaries, preferring the grim realities to soft delusions as the staple of their mental diet. Their temper now is that which will spell success if but given a club and a fair and proper chance. They have a firm ready proved even in good old, conservative Hongkong, that there is room for candour, honesty, friendliness and broad-mindedness. Two years ago a meeting such as last Saturday's, we speeches to match, wouldn't have been possible. Good on them. Let those who would have corns wear wider fitting footgear. In Hongkong if you expect any miracles, you've got to perform them yourself. Thank goodness though, never in any place, can there be an effective quarantine against ideas. Aye things are against ideas. They're trending here and now. We ought all to welcome, and help along to the best of our ability every effort of those who desire to get out of the mental rut and away from decisions regulated by "what is customary." For ruts deepen as we grow older. And we cannot live for ever. So we've got to get a move on if the tribute of remembrance which we give in future to those who died for victory isn't to be self-accusing and shameful. I'm only sorry I cannot be a member of the Ex-Active Service Men's Association. Good luck to them.

"Inky, Pinky." MacPherson, he was very uneasy all through the whole affair. I notice he's aye the same unless a dinner on the "fill and fetch more" principle. Still he didn't do so bad. If his enjoyment was anything in ratio to the number of empty beer bottles afore him, I'd say offhand that he'd nothing to complain of. But some folk are never satisfied. Of course, there was something to be said in his favour as well, for mind-ye it's terrible hard to refuse beer from a man that talks about it in case lots and has just put six thousand sweep stake dollars in the bank. Still, I like things in moderation. Besides, over much beer canna be good for the kidneys even if it so happens ye get the bulk of it for nothing. Talking outside in the corridor early on in the evening Mac, he said he thought his right hand man at the table had once been an officer. As I said at the time it was over early on to judge, but Mac was right after all, as was proved later on by the way the chap handled his fish-knife in a vain attempt to decapitate a soda water bottle. Training will out.

I lost MacPherson at the hind-end, which I wasn't altogether surprised at, and so had to go home my lone. From what I heard afterwards he and a dozen others tried to hire a motor car on a search for more beer. Possibly they took it for one of the new coaches. But the chauffeur wasn't for having any. Some of you drivers can be terribly independent when they like. Sunday morning found Mac some-where in Happy Valley singing "Inky Pinky Parley Voo" with a brown breath, his tie among his whiskers and no very sure whether it was that day or the next morn'g. & there's no

thing very ex-active about Mac once he gets a right good start. As Janet has more than once said, it was a great pity he didn't get to France when he wanted, instead of plittering about here, reading Renter and learning to wrap putties round a pair of hairy spindle-shanks.

Old Man Time.

Standing at yon table and listening to the last wailing notes of the "Last Post" one couldn't help thinking of the lads back yonder that might have been with us. How lucky we were to come through it all. That's a kind of natural feeling anyway, I suppose, for we're very apt to discount the Psalmist when he says "for a thousand years in Thy sight are but as yesterday when it is past and as a watch in the night." We often hear folk talk o' doctors saving them, as if the result o' getting an appendix removed guaranteed them life for evermore. What difference does it make when we die? Ten, twenty, thirty years hence, it's all the same. As surely our time will come as did the school-bell ring the first morning after our mauldliners never came off. No use getting into a sweat at the thought. Life itself counts for nothing, it's what we're doing with it. It's very doubtful if the average person would want to live more than a couple of centuries anyway. Did you ever go to the picture house and see a film for the second time? Weren't you bored stiff? Think, conservatively Hongkong, that think of seeing it ten times running. That's what eternal life would be, only a thousand times worse. Aye, the first hundred years are the best.

Left to itself, time is nothing. Old Man Time canna do anything for ye. He's a kind of Indian watchman in the employ of the Almighty. He says "good morning" when you turn up after breakfast and fifty, sixty, seventy years later salutes gravely and mumbles his "night sab." So ye see it's really a waste of thought to mourn over much for those already gone, just as it is equally foolish to imagine how lucky you are to be still able to eat, work and sleep. To-morrow we'll all be gone. As the old Persian poet has it:

The "A"s Have It.

Ay, sure enough the "A"s have it now. What between the C.R.A., K.R.A., S.P.C.A., E.A.S.M.A., H.K.A.A., H.B.A., Y.M.C.A., and B.G.A. we'll soon be all "A"s together. The Anti-Mui-tsai have won a memorable victory right in the midst of the old gaffery which is something to be proud of, provided ye dinna' keep a couple o' them yourself. It all depends on the point of view as the parrot said when he was being violently swung overhead by the neck. And now I see we're about due for another "A"—the P.R.A. Well, that's a good sign but still nothing much to get excited about. I mind when the K.R.A. was first started and Peninsula folk began to rid their systems of other people's opinions and general leniency act as if the millenium was due. They're still strong for the K.R.A. but the trouble is that they're so modest about it. There might be a lot o' civic consciousness, to use a newswaper euphemism, in Kowloon but if there is then all've got to say is that it's mighty latent.

Civic Bank.

Mother o' Mnd'Ye advertise an annual meeting and throw in the servant trouble as ground bait and out of 3,000 non-Chinese in Kowloon, over two hundred of whom are members of the Association, 14, not counting the committee (or did that include them, I forget which) turn up. Mind ye, I'm no' blaming the committee—man that went out and came in again twice running. No, he was trying his best to get all the looking at watches and at each other couldn't take the place o' a representative audience or intelligent interest in civic affairs, so the officials just had to make a start, thankful, I've no doubt, that they'd at least a quorum present and that the meeting hadn't to be postponed again. The numbers at yon meeting was a significant commentary on the alleged importance of the servant problem as a public question. I hear the Peak Residents' Association is banking

on this same subject to give it a good shove off. Let them bank. They'll learn in time the two things that aye stick out like a sore thumb in connection with most every Association; that the public is a damned queer beast and that the broadest back aye gets the burden. Let the C.R.A. take note too, for as sure as nuts it nute after they've got this glorious constitution they're after, they'll find the electorate over apathetic even to go to the poll. Oh, you laugh, but that's no' so far-fetched as ye maybe think. Take the case of the Licensing Board the Government is trying to get together. Exactly a month ago the powers-that-be notified the public of two vacancies on the Board, and asked our J. P.'s to elect a couple for the job. Did they? Did they, well, I should say not, with the result that in to-day's Gazette the Governor says he had to do his own picking and choosing and appoint two men himself.

"But."

Mind ye, everybody means well. K.R.A. members read the chairman's speech in the papers and think what fine fellows they are. Good old K.R.A. That's the stuff to give them. Good members every one of them. Pay their subscription regular when the "shroff" can find them. Send in letters about the washer that's amissing from the backyard tap and how the P.W.D. winna' take no notice and the meter running full ball the while. They see a tired coolie sitting on a women's and children's seat on Nathan Road. Oh, the Association's there for registering a moan to the police. They canna' get a ricksha in wet weather. What's the Association dreaming about? We need everything at once, from hospitals to boots for the watchman at the children's playground. Send the Secretary a letter. That's what he's there for. Does somebody want a silver cup for the Kowloon Tiddlywinks Championship? Oh, we're sure of a donation from the Association. The trees are a bit crooked on Salisbury Road and the fourth lamp post Hailphong Road is no' setting as it should. Why hang it all, what's the Committee doing? The motor bus conductor was rude last Tuesday night and after being rebuked, expected freely. Terrible. Isn't this a sure sign of an anti-foreign movement? For Cripe's sake call an emergency meeting and ask the Government to make representations to the Foreign Office. But, but and another BUT, when they're asked to come round in a bunch and listen to what's been done for them, free, gratis and for nothing, if ye dinna' count the cost o' headache powders, they're too darned busy drinking tea or resting their blamed feet to roll up and root for the home team. Ach!

Ocularis Nautistare.

Ever read about Emerson and The Law of Compensation? Ever hear of Ocularis Nautistare? You ask Lazarus about him. He's an eye disease. And consequently, no' a compensation but a drawback. One of the drawbacks of Spring and summer, thing every male person is liable to get now that this warm weather makes long coats unnecessary and short skirts nearly so. Any optometrist, provided he's got the requisite number of diplomas and pays his advertisement bills regular, will tell you that this terrible trouble is due to the backward glance at a shapely ankle causing the eye muscles to become strained and the vision to do a kind o' loop-the-loop. This is liable to happen to any man, makee whether the young lady is buying blooms in Flower Street, sitting cross-legged on the ferry or boarding a ricksha. Our Health Returns show that in windy weather the incidence of the disease is most marked. No known method of cure has yet been devised to do away with the cause. Age has apparently nothing to do with it. The symptoms are as follows: The male species thus affected suddenly lose all sense of time and place—home or otherwise. His vision becomes distorted, is almost entirely filled with "silk" and he is, as a consequence, liable to bump into lamp-poles and other pedestrians. Hitherto, no glasses have been found to relieve the ravages of this peculiar disease but in consideration of the fact that Lazarus has promised us a bigger advertisement, not to mention this, we have no hesitation in recommending you to his notice. But watch him. He'll sell you a pair o' Zeiss binoculars if you don't look out.

THE PRINCE'S RACE MEETING.

This Morning's Training Times.

Distance	1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
PONY'S NAME	Mile	Mile	Mile	Mile	Miles	Miles	Miles	quarter
Scampdale	11 1/2	42	1.19	1.54	2.29	3.00	—	31
Speckled Mouse	11 1/2	44	1.23	1.59	2.55	3.11	3.43	32
Delight Dablia	11 1/2	44	1.10.4	1.44	—	—	—	33.1
Dingo	11 1/2	40	1.16	1.53.2	2.27	—	—	33.3
Misericordus Doleful	11 1/2	38	1.13.2	1.48	2.23	2.53.1	—	31.7
Stephanotis	11 1/2	37	1.11	1.45.3	2.18	—	—	32.2
Mosaic Tile	11 1/2	36	1.11	1.45	2.21	—	—	36
Bolshovic	11 1/2	43	1.18	1.53	2.30	3.03	—	33
Knockuh Leg	11 1/2	37	1.12.2	1.47	—	—	—	34.3
West River	11 1/2	41	1.18	1.54.3	2.29.3	3.02.2	—	32.4
Pawnshop	11 1/2	40	1.16	1.53.2	2.28	3.00	—	32
Spotted Sand	11 1/2	35.2	1.10	1.46	2.20.2	2.51.1	—	30.4
Repulse	11 1/2	35	1.11	1.43	—	—	—	32
The Dublin	11 1/2	35	1.09.2	1.43.3	—	—	—	34.1
Oberan & Kangaroo	11 1/2	42	1.19	1.55	2.30	3.09	3.43.2	34.2
Toyshop	11 1/2	41	1.21	1.58	2.37	3.12.1	3.44	31.4
Hongkong Chief	11 1/2	38	1.16	1.53.3	2.30	3.03	—	33
Mulm in Parro	11 1/2	37	1.14	1.50	2.25	2.56.3	—	31.3

TWENTY-FIVE YEARS AGO.

A Glance at Our Files.

(March 24-25, 1897.)

MR. BELLIO'S YACHT.

We understand that the sale of the Hon. E. R. Bellio's steam-yacht Kingfisher to the Japanese, which we reported as pending the other day, has now been completed. The price paid was \$25,000 and was by no means high for so trim and well-found a little craft, for her original cost was somewhere in the neighbourhood of \$40,000 and she has been well cared for and was in excellent condition. She has already left for Formosa, where, we believe, the Japanese authorities intend to utilize her as a Customs cruiser.

CHANCE FOR CYCLISTS.

We note that the P.W.D. authorities have at last come to the conclusion that the Praya in the vicinity of old Pedder's Wharf is in need of repair and have actually started the work. Could not some high official of this antiquated department be prevailed upon to join the new Cycling Club? If only this should come to pass and the gentleman had a few falls here and there from running into the ruts and holes that exist in all the principal roads there might be some slight chance of our thoroughfares being kept in a respectable state. Such an event, however, is beyond the bounds of probability, for it is a well-known fact that the P.W.D. officials are some centuries behind the times, and regard cycles and such new inventions as snares of the Evil One.

THE JUBILEE.

A meeting of the Committee recently formed to celebrate the completion of the 60th. year of Queen Victoria's reign was held yesterday afternoon in the Council Chamber. The Hon. C. P. Chater was voted to the chair. Mr. T. Jackson consented to act as Hon. Treasurer and the Hon. J. H. Stewart-Lockhart accepted the duties of Hon. Secretary. After a number of matters had been discussed, a proposal was made that the celebration should be marked by some permanent memorial, in addition to the usual fireworks displays and illuminations. The meeting warmly favoured the idea and the Hon. Secretary was instructed to issue notices to the public for suggestions for such a memorial.

A MORIBUND ASSOCIATION.

The China Association in London is a power. The Shanghai Branch has done good and useful and original work. The Hongkong Branch has done nothing but waste paper, pens and ink and spend money in telegrams that conveyed no information to anyone. So long as the Association is run on its present lines there is no chance of its doing anything. No meeting of its members to consider or discuss any single question has ever been called. No papers have ever been circulated among them, no information asked for, no opinions collected. Its members pay their subscriptions and meet once a year, or once in two years, to hear what has been done and said in their names by people who appear to have no high an opinion of their own omniscience to think it worth their while to consult those whose represent-

BANK DIVIDEND.

International Banking Corporation.

The local branch of the International Banking Corporation has received from its Head Office in New York the following telegram: "International Banking Corporation has declared a dividend of U.S. \$6 per share end of March, U.S. \$6 end of June, amount added to Undivided Profits U.S. \$1,195,750."

This is at the rate of 24 per cent. per annum and the International Banking Corporation has now a capital and surplus of U.S. \$5,424,763.03.

PIANO RECITAL.

The programme for Mr. Harry Ore's seventh recital (modern composers) on Monday, at 5.30 p.m., is as follows:—
1. Five Preludes Debussy
2. Three songs for soprano Debussy
(Mrs. A. M. Bowes-Smith)
3. "Barlumi" (Gleams) Scriabin
(At the second piano Mr. A. M. Bowes-Smith.)
4. Concerto, op. 20 Scriabin

REDUCTION IN OCEAN FARES?

A report has reached Colombo from Australia that the Orient and P. and O. Companies have drawn up a schedule of reduced fares to be put into operation immediately there are signs of falling off in the passenger traffic. It is stated that the new schedule would have become operative this year, but for the rush to obtain homeward passages which has taken place since it was agreed upon.

atives they profess to be. An active and energetic Association in Hongkong might do much good and useful work in dealing with questions purely local, and in aiding and assisting the present Association and other branches in matters of general interest, but it must be by the combined effort of all the members and their combined intelligence and not otherwise.

THE CHINESE SOLDIER.

Mr. W. Machell delivered an exceedingly interesting lecture at the City Hall this afternoon, under the auspices of the Old Voluntas Society and before a large audience. The subject was "The Chinaman as a Soldier" and the way in which it was treated by the lecturer showed that he had made it a deep and serious study. He opened by referring to the uncertainty attaching to the term "Chinese soldier" and then proceeded to quote the views of Supt. Creagh and Sir J. Pope Hennessey as regards the celestial fighter. The latter in 1880 had suggested that Chinese troops should be used in India and the former spoke of them as learning the use of arms much quicker than Indians. The use of Chinese soldiers in the operations against Canton and in the Taping Rebellion was touched upon and then Mr. Machell, who was conversant on the subject, touched upon details, saying that, given good food and fair play, no army was more easily dealt with, and the adaptability of the Chinaman was also dwelt upon.

DISTINGUISHED SOLDIERS IN SHANGHAI.

Generals Kavanagh and Knox.

Two distinguished British soldiers are at present in Shanghai. One of these is Lieut.-Gen. Sir Charles Kavanagh, K.C.B., C.B., D.S.O., etc., who was a well-known cavalry leader during the Great War. He belongs to the 10th Hussars, with whom he served through the South African War, and prior to 1914 he had commanded a brigade in India. Soon after the outbreak of hostilities he was given command of a cavalry division in France and later was promoted Lieut.-General and was in command of the Cavalry Corps.

The other is Major-General Sir Alfred Knox, K.C.B., C.B., C.M.G., who with Lady Knox is a guest of Mr. and Mrs. A. A. Brady for a few days before proceeding to Peking. Like Sir Charles Kavanagh he is an Irishman, and has seen service in India. He is best known, however, in Russia, where for a long time he was Military Attaché. He knew the Russian army thoroughly, and he had further opportunities of observing them during the War, when he accompanied the forces in the field. He knew the principal nobilities in Russia from the Tsar and the Grand Duke Nicholas downward, and he has embodied his impressions and views in a book of very great interest. He is already known in Shanghai, having passed through the port a year or two ago on his way home from Siberia.

FOR THE FREE STATE.

Southern Unionist's Policy.

At a meeting of Unionists from the South and West of Ireland, which had been summoned by Lord Mayo, the following resolution was unanimously passed.

That we, the Unionists of the South and West of Ireland, recognizing that a Provisional Government has been formed, desire to support our fellow-countrymen in this Government, in order that peace may be brought about and the welfare of the country secured.

Lord Mayo had called the meeting on his own initiative. There was a moderate attendance, which included Lord Rathdonnell, Lord Cloncurry, Lord Powerscourt, Lord Dunraven, Lord Headfort, and Captain W. Wyndham Quin. Letters were received from the Archbishop of Dublin, Lord Kenmare, Lord Courtown, Lord Dunsany, and others.

Lord Mayo said an election would soon be held in Ireland and he suggested that election committees should be formed in Dublin, Cork, Limerick, and Galway to get into touch with other local organizations, such as farmers' unions, Sinn Féin clubs, Chambers of Commerce, and all who intended to support the Irish Free State.

Lord Dunraven, who moved the adoption of the resolution, said he approved, more perhaps than many other Southern Unionists, of the terms of the Treaty. Even if he disapproved of them he would consider it his duty to put his own views on one side and to do everything in his power to support the Provisional Government, which alone stood between them, and chaos.

DAIRY FARM NEWS.

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and the

JAZZ BAND.

Dancing 8 p.m.—12 midnight.

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TO-NIGHT

WILL HENDER

and the

JAZZ BAND.

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TEL. 2877.



Photo: A. Hing.

A. B. Chadwick, who is to fight Teddy Neal for the Featherweight Championship of the Colony.



Miss Rita Shields, the popular melody girl.



Photo: Hirose.

Teddy Neal, the well-known Featherweight boxer.



Photo: A. Hing.

A. B. Duncan, who is to fight C. P. O. Callaghan for the Middleweight Championship of the Colony.



Will Hender, the "Jazz King."

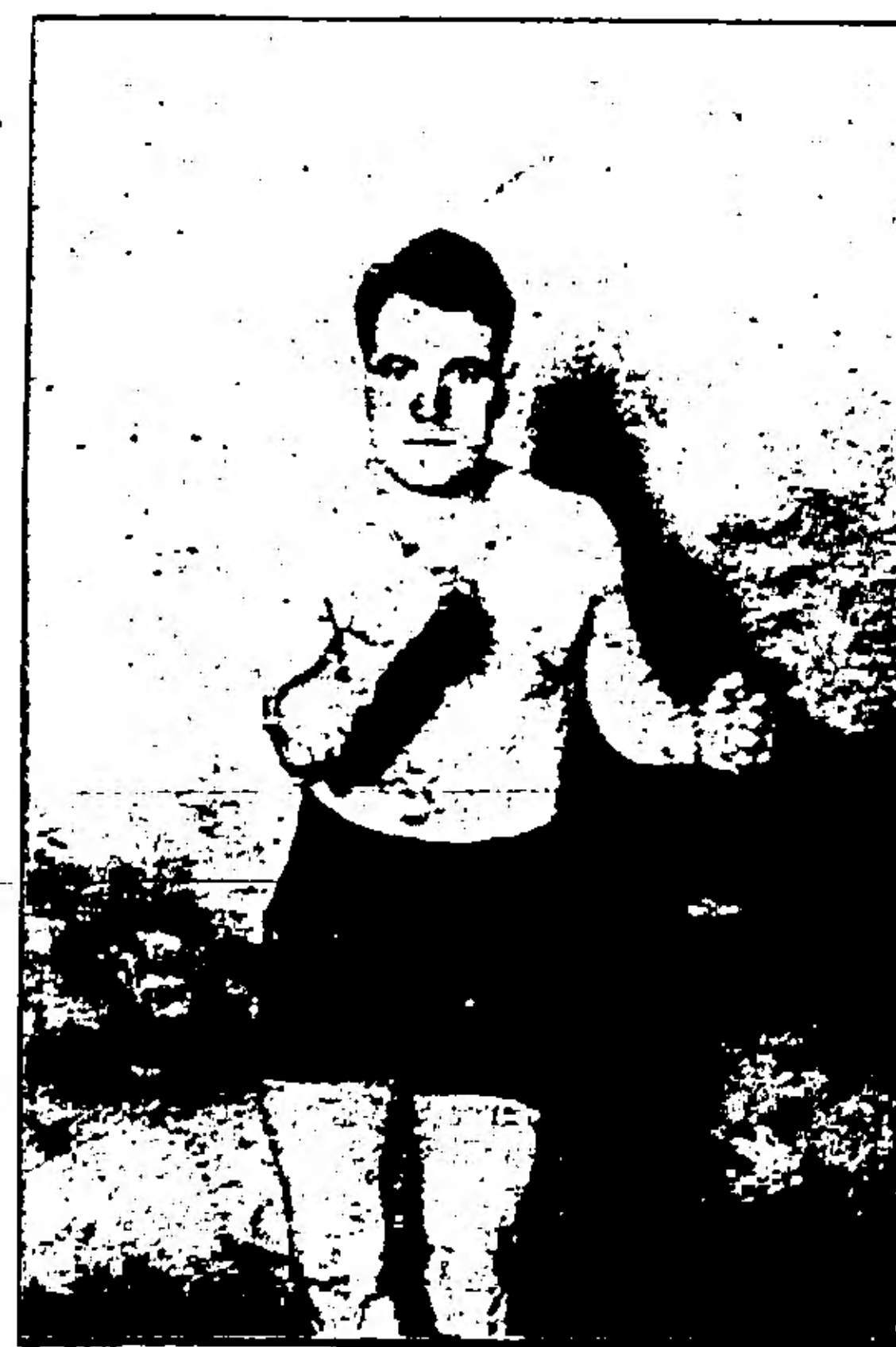


Photo: A. Hing.

C. P. O. Callaghan, who aspires for the Middleweight Championship.

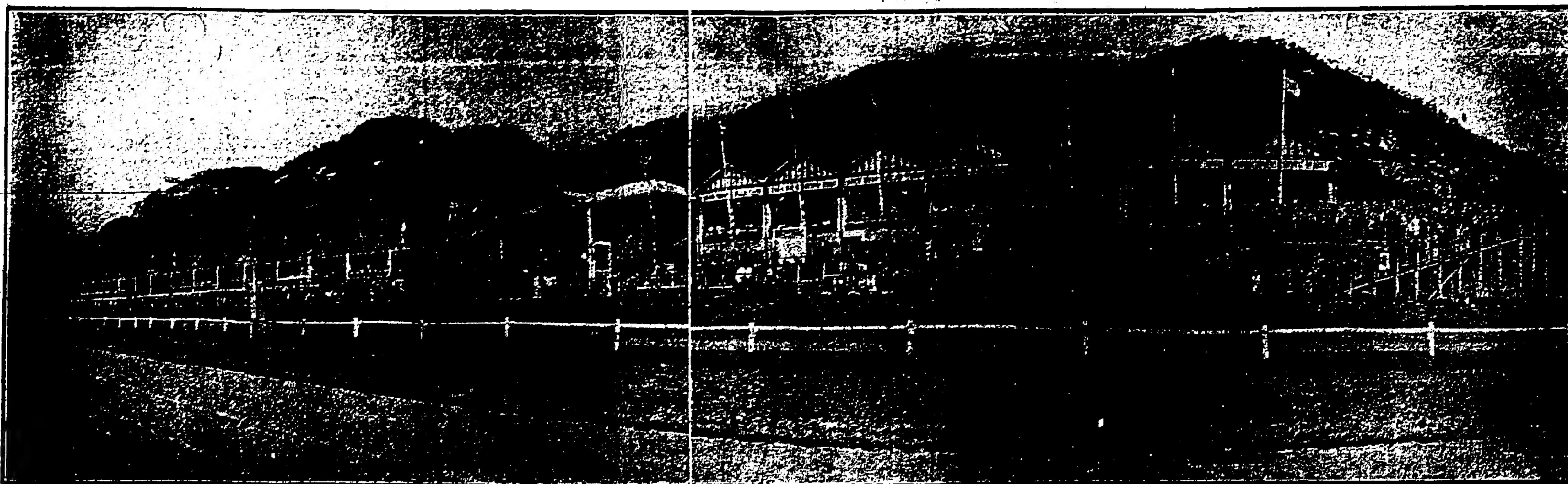


Photo: Mee Cheong.

A panoramic view of the stands and enclosure at the recent Races.

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Empress of Japan	May 1	May 19	June 3
Empress of Asia	May 15	May 23	June 10
Empress of Canada	June 1	June 9	June 20
Empress of Russia	June 15	June 19	July 4
Empress of Canada	June 25	July 3	July 13
Empress of Asia	July 13	July 31	Aug. 1
Empress of Russia	July 27	Aug. 4	Aug. 15
Empress of Canada	Aug. 10	Aug. 18	Aug. 29

Other Atlantic Sailings: very few days to Liverpool, Southampton, Glasgow, Antwerp, Havre, Naples & Danzig. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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HONGKONG TO SAN FRANCISCO.

via Shanghai, Nagasaki, Yokohama, Honolulu, San Francisco.

THE PATHWAY OF THE SUN.

PERIA M.	9,000	Apr. 2	TENYO M.	22,000	May 7
TAIYO M.	22,000	Apr. 9	KOREA M.	20,000	May 13
SIBERIA M.	20,000	Apr. 16	SHINGO M.	22,000	May 20

Calling at Dairen and Formosa en route to Shanghai.
Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

via MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

ANYO MARU	13,500	April 1st
SEIYO MARU	14,000	May 13th
GIYO MARU	16,000	June 23rd
RAKYO MARU	11,500	June 23rd

Omit Manila.

For full information regarding passages, freight, and sailings apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES & SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Bearport"	Due Hongkong	8th April
	Leave Hongkong	10th April
"Dewey"	Due Hongkong	22nd May
	Leave Hongkong	24th May
"West Prospect"	Due Hongkong	11th June
	Leave Hongkong	13th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND PORTS.

TO MANILA, SAIGON, SINGAPORE, SOERABAYA, SAMARANG AND BATAVIA.

"Dewey"	Due Hongkong	29th March
	Leave Hongkong	31st March
"West Prospect"	Due Hongkong	18th April
	Leave Hongkong	20th April

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor, Powell's Building,
General Agent for Japan-China-Philippines, Phone No. 3008.
G. P. BRADFORD, Res. Agent.



REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoibow & Pakhoi

S.S. "HOZUI MARU" on or about 31st March.

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" on or about 30th March.

For further particulars, please apply to—

S. MITARAI,

AGENT,

Branch Office, 3c. 37, Bonhom Strand, West, Tel. No. 165.
Top Floor, King's Building, Tel. No. 140.

PACIFIC SHIPPING.



DOLLAR LINE

ON THE BERTH FOR NEW YORK via Suez.

S.S. M. S. DOLLAR	Mar. 27.
S.S. GRACE DOLLAR	Apr. 11.
Los Angeles, San Francisco & Vancouver.	
S.S. BESSIE DOLLAR	Apr. 31.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

3rd Floor, General Post Office Building. Tel. 775 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN	Middle April.
S.S. SCHLESSEN	Late May.
S.S. PFALZ	July.

For particulars Regarding Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

Tel. 792-793. Gen. P. O. Building. Third Floor.



Operating the following U.S. Shipping Board Steamers.

SEATTLE & VICTORIA

SERVICE—COURTESY—SPEED.

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

		Sails	From Hongkong.	Arrive Seattle
S.S.	Pinetree State ...	For Seattle ...	Mar. 24.	Apr. 11.
"	Wenatchee ...	For Seattle ...	Apr. 6.	Apr. 25.
"	Bay State ...	For Seattle ...	Apr. 20.	May 9.
"	Keystone State ...	For Seattle ...	May 4.	May 23.
"	Silver State ...	For Seattle ...	May 18.	June 6.

MANILA SERVICE.

S.S. Wenatchee	For Manila	Mar. 27.
Bay State	For Manila	Apr. 10.
Keystone State	For Manila	Apr. 24.
Silver State	For Manila	May 8.

SAIGON—SINGAPORE—JAVA.

LAKE FARRAR

Through Bills of Lading issued to Overland common points.

Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

3rd Floor, Union Building. Telephone 2477 & 2478. PASSENGER OFFICE. Queen's Bldg. 2, Ice House

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON via PANAMA.

S.S. JADDEN	10th May.
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For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC. THE ADMIRAL LINE

AGENTS. 5th floor, Union Building. Telephones 2477 & 2478.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. & 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—To Macao daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only)
From Macao daily at 8 a.m. & 2 p.m. (Sundays at 3 p.m. only)
Further information may be obtained at the Company's office, Union Building, or from Booking Agents, Messrs. Thos. Cook & Son and the American Express Company, Hongkong.

PACIFIC SHIPPING.



"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.
S.S. NANKING S.S. CHINA S.S. NILE
May 30, at noon. April 25, at noon. April 4, at noon.

Java Service

HONGKONG TO SINGAPORE & BATAVIA S.S. CORJISTAN

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to nearly all ports for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING, 10c HONG STREET, TEL. PRINCE'S DEPT. & AGENT, No. 1934. No. 2151.

CHINA MERCHANTS S. N. CO.

Sailings Subject to Alteration

SHANGHAI:—Regular Passenger, Mail and Cargo Service to and from Shanghai. Excellent Saloon accommodation, Electric Fans and Light throughout.

Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

CHINA MERCHANTS S. N. CO.

LO SHUN WAN—Manager.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK

Sailings from Hongkong.

"KNIGHT TEMPLAR" via Suez Canal ... 30th March.

"CITY OF ORAN" via Suez Canal ... 10th April.

Calls at Boston if sufficient inducement offers.

Steamers proceed via West Canal or Panama Canal at Owners' option.

Subject to change with out notice

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.

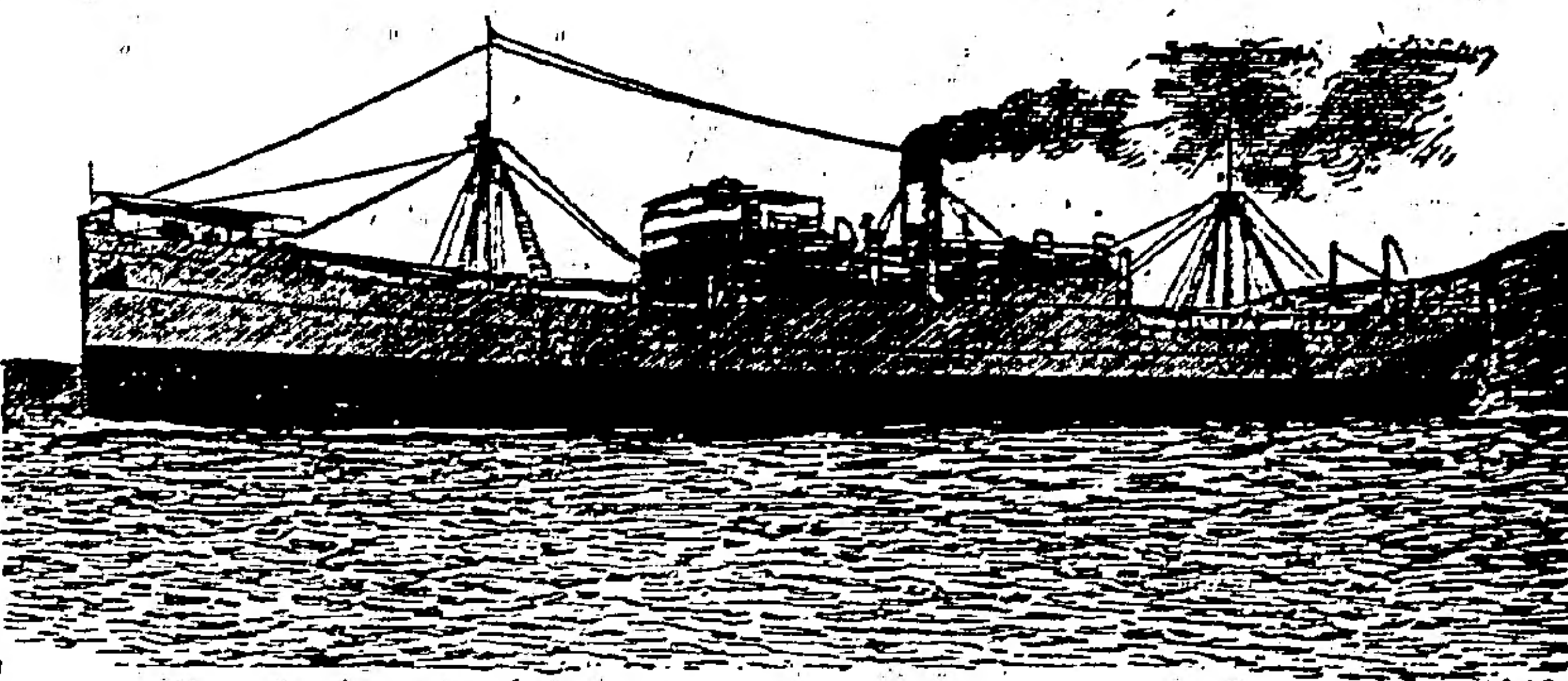
HONGKONG & CANTON. REISS & CO. CANTON.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition Engineering, First and Second Edition
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S. M.I.N.A., KOWLOON DOCK, HONGKONG

COMMERCIAL NEWS.

CHINESE CHAMBERS OF COMMERCE.

The Manila Chinese Chamber of Commerce has been granted registration by the Ministry of Agriculture and Commerce.

TAXATION OF U. S. FIRMS IN CHINA.

It is learned that Mr. J. B. Powell, accompanied by other American residents of China, called on President Harding and Secretary Hoover in connection with the China Trade Act. They received the personal assurance of the President and the Secretary of Commerce that the Administration would endeavour to push through the early enactment of the China Trade Act with the tax exemption features restored.

COLD STORAGE PLANT.

The harbour cold storage plant on the water front in Montreal is now being rapidly pushed towards completion, and is already recognised as the handsomest and most monumental utility building in the Dominion. Over a hundred and thirty yards long and nearly forty yards in width, the building has now ten spacious floors, each large enough to drill a battalion on. Space is already available for dry storage, for which class of storage the building is designed to provide 2,000,000 cubic feet. In addition 1,500,000 cubic feet of cold storage will be provided, and another million cubic feet of cool storage, making a storage capacity totalling 4,500,000 cubic feet.

SINO-JAPANESE TRADE.

Upon the advent of the economic depression the year before last, very many Japanese traders with foreign countries disclosed a distressed condition, and, as a means of readjusting business affairs, either closed or reduced their branch offices abroad. In China especially have the branches that had been newly established in various parts of the country in wartime been closed, or the employees belonging thereto withdrawn to Japan. But, says the *Mainichi*, the trade with China has recently improved remarkably, compared with what it was at one time, and there are sanguine prospects both for import and export. With the completion of readjustment in trading firms, more have come to do import and export business again, re-opening their branches in China. Especially is this the case with cotton merchants who have founded new branches in that country. In consequence, those leading Japanese firms which have engaged in the Chinese trade, with branches in China maintained even after the slump, and who have been monopolising the profits of the trade, now find themselves in a position where their profits are reduced by the appearance of competitors. They have come, consequently, to pay more attention to the development of ports like Hankow, which have a comparatively few branches of Japanese firms, than upon Shanghai, Tientsin, etc., where many Japanese branches have sprung up.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRITUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
DEVANHA	8,000	29th Mar.	M's, London & Antwerp
SICILIA	8,700	4th Apr.	S'pore, Colombo & Bombay
NOVARA	6,900	12th Apr.	M's, London & Antwerp
KALYAN	9,000	26th Apr.	M's, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	29 Mar. 1 p.m.	Calcutta via Singapore and Penang.
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	8th April	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,000	26 Mar. 4 p.m.	Shanghai, Moji & Kobe.
JAPAN	8,000	29th Mar.	Shanghai & Japan.
ISMAILA	5,000	31st Mar.	Japan.
COLABA	6,000	4th Apr.	Amoy only.

Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Messengers must be paid 25 p.m. x 25 p.m. will be received at the Company's Office on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO

32, Des Voeux Road Central. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
M.V. "CARNARVONSHIRE"	15th April.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
M.V. GLENTARA	5th Apr.	GENOA, LONDON, R'DAM, H'BERG.
GLENTARIFE	14th Apr.	GENOA, LONDON, R'DAM, H'BERG.
GLENGOOL	19th May.	GENOA, LONDON, R'DAM, H'BERG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3695.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Japan etc.	In port	29th Mar.	Sourabaya
Tjilwong	Java	28th Mar.	24th Mar.	Shanghai, Japan
Tjikini	Japan	29th Mar.	31st Mar.	Batavia
Tjisondari	Shanghai	1st Apr.	3rd Apr.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	14th Apr.	16th Apr.	San F'co
Bintang	Vancouver	21st Apr.	24th Apr.	Java
Saleter	Java	24th Apr.	26th Apr.	M's, S.F.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Building.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

ALL SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

SUWA MARU (Calling Manila) Thursday, 13th April, at 11 a.m.

(To be transhipped at Kobe into SHIDZUKA MARU.)

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KAMO MARU Sunday, 26th Mar. at 11 a.m.

KATORI MARU Sunday, 2nd Apr. at 11 a.m.

HAMBURG via LONDON, HULL & ROTTERDAM.

DAKAR MARU Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOYASHI MARU Saturday, 8th April.

SYDNEY & MELBOURNE via Manila, etc.

NIKKO MARU Tuesday, 18th April at 11 a.m.

AET MARU Tuesday, 16th May at 11 a.m.

NEW YORK via PANAMA.

MAYBASHI MARU Sunday, 9th April.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU Tuesday, 25th March.

SOMBAI via Singapore, Penang & Colombo.

AWA MARU Saturday, 23rd March.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU Tuesday, 23rd March.

NAGASAKI, KOBE & YOKOHAMA.

ATI MARU Friday, 14th April at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU Wednesday, 29th Mar. at 11 a.m.

WAKASA MARU Thursday, 30th Mar.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOLTON CASTLE" Sailing on or about 3rd April.

"KENDAL CASTLE" Sailing on or about 17th April.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERNA" Sailing middle of April.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "MERANO" Sailing on or about 26th March.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing about the end of April.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
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These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. (LTD.))

FREIGHT & PASSENGER SERVICE**OUTWARDS.**

City of Calcutta 1st April. Shanghai, Kobe & Yokohama.

HOMEWARDS.

City of Simla 25th Mar. M's, L'lon, R'dam & H'burg.

City of Calcutta 1st May.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
STRAITS & Calcutta.....	Laksang	Sat. 25th Mar. at 3 p.m.
MANILA	Vuensang	Sat. 25th Mar. at 3 p.m.
HAIPHONG via Hoihow	Taksang	Thurs. 30th Mar. at 8 a.m.
BANGKOK via Swatow	Mingsang	Thurs. 30th Mar. at noon.
TIENSIN	Walsing	Thurs. 30th Mar. at noon.
SHANGHAI	Kwoongsang	Thurs. 30th Mar. at noon.
STRAITS & Calcutta	Chaksang	Wed. 5th Apr. at 3 p.m.
SANDAKAN	Mansang	Mon. 10th Apr. at noon.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chofoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Saturday, 25th Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers.	To Sail.
HONGHAI & SINGAPORE	Linan	25th Mar. at 10 a.m.
SHANGHAI & TSINGTAO	Hunan	25th at noon.
TIENSIN	Wuhu	25th at noon.
SHANGHAI	Taichow	25th at 4 p.m.
SOURABAYA	Lukowanyi	25th at 4 p.m.
SHANGHAI	Kwanse	26th at 4 p.m.
SWATOW & BANGKOK	Kwangtung	27th at 10 a.m.
SWATOW & SHANGHAI	Suiyang	27th at noon.
SWATOW & BANGKOK	Pin Samud	28th at 10 a.m.
SWATOW & SINGAPORE	Kwangchow	28th at noon.
SHANGHAI	Ichang	28th at noon.
SHANGHAI	Shantung	1st at 4 p.m.
WUWU, CHEFOO & TTSIN	Huichow	2nd at 4 p.m.

These dates cannot be relied on.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, midships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kong via S'tow.

or Freight or Passage apply to

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. (John Swire & Sons, Ltd.)

AGENTS.

Telephone No. 36.

DOUGLAS STEAMSHIP CO. LTD**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	F. J. Gilt	SUN. 25th Mar. at 11 a.m.
Hailong	W. C. Farnmore	THURS. 30th Mar. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Bluke Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. "MACASSAR MARU" Sailing on or about 25th Mar.

"SAMARANG MARU" Sailing on or about 15th Apr.

For Moji, Kobe & Yokohama.

S.S. "BORNEO MARU" Sailing on or about 28th Mar.

"CHEBEHON MARU" Sailing on or about 21st Apr.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2706.

Second Floor, Prince's Building.

SHIPPING NEWS.**U. S. WOODEN TONNAGE.**

There are 355 wooden sailing vessels, with a tonnage of 539,050 tons, all over 1,000 tons, and 95 steel ones, with a tonnage of 183,912 tons, registered in the United States.

WIRELESS ON N.Y.K. BOATS. All N.Y.K. liners plying between Japan ports and Shanghai are now equipped with wireless, except the Takushima Maru, which, it is expected, will be replaced by one of the new boats shortly.

NOTICE TO MARINERS. Notice is given that the characteristics of the busy marking the north side of the western entrance to Demodocus Channel, Yangtze River, have been changed from a red spherical buoy to a red conical buoy.

JAPANESE ANTI-SMUGGLING MOVE.

The Kobe Shipowners' Association has decided to organize a detective corps of its own for the prevention of the ever-increasing smuggling of morphia, cocaine, etc., into and from Kobe.

WHANGPOO CONSERVANCY.

Mr. Shen King-eban, Civil Governor of Chekiang, has petitioned to Peking stating that the period of agreement with the Whangpoo Conservancy Board is now at an end and China should take over the work herself.

CHEAPER "RADIOS" TO VESSELS AT SEA.

Marconi's Wireless Telegraph Company, Limited, announces the charge for private radio telegrams from their Poldhu Station to ship at sea has been reduced from 2s 6d per word to 1s 2d per word, plus the ship charge, which is usually 4s. per word.

RECORD PASSAGE TO AUSTRALIA.

The New Zealand Shipping Co.'s s.s. Aramagh has completed a record passage of 32½ days to Australia. After loading a general cargo from Manchester and Liverpool, she sailed from the latter port on November 25 and arrived at Adelaide, South Australia, on December 28. The Aramagh is a twin-screw geared turbine steamer of 14,100 tons dw. capacity, built in 1917.

CASUALTIES AMONG AMERICAN MERCANTILE MARINE.

Two hundred and twenty-two American merchant craft, of 122,397 tons, were lost through foundering, stranding, collisions, or other causes in the twelve months ended June 30 last, according to the annual report of the United States Coast Guard Service. 555 other American merchant vessels were involved in casualties causing damage to the craft concerned.

TIE TENYO MARU.

The T.K.K. s.s. Tenyo Maru, which arrived at Nagasaki from Hongkong on the evening of February 18, en route to San Francisco, was towed into harbour by one of the Mitsubishi's tugs. After leaving Hongkong she developed engine trouble. The vessel had to remain for repairs by the Mitsubishi Zusan Kaisha and it was not expected that she would be able to resume her voyage for some days.

PROPOSED JAPAN-DUTCH STEAMSHIP LINE.

A Warsaw report states: The practicability of a direct steamship line between Dantzig and Japan is being inquired into by a Japanese mission headed by Captain Jozai Mitsumasa, of the Japanese Naval General Staff, who is investigating the navigable waterways of Poland and is endeavouring to arrange a speedy realization of the scheme, which will include calls at Newcastle, Panama and San Francisco. Another mission headed by Captain Moeda Minera has also arrived here.

THE ALL-BLACKS.

When negro interests started in America after the war the Black Star Line—a shipping company that refused to permit a white man to hold any sort of office in it—there was a great deal of "anti-white" talk by extremists, and an airy threat to take a large proportion of the world's shipping, particularly that on the Western side of the Atlantic, out of the hands of white men and give it to the blacks. The Company, however, made a very bad start. They bought the old Nova Scotia steamer Yarmouth and despatched her to Cuba with a full cargo of American whisky, just before the prohibition laws came into force. Nature intervened, in the form of heavy weather, and the Yarmouth was towed to New York by a tugboat. Since then the Black Star Line has languished, and its one and only vessel has now been sold by one of the United States Marshals to settle unpaid debts.

